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NOTICES TO MARINERS PUBLICATION EASTERN EDITION

MONTHLY EDITION N°05
May 25th, 2018

Safety First, Service Always

Published Monthly by the

CANADIAN COAST GUARD

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Édition mensuelle N°05/2018

EXPLANATORY NOTES

Geographical positions refer directly to the graduations of the largest scale Canadian Hydrographic chart unless otherwise indicated.

Bearings refer to the true compass and are measured clockwise from 000° (North) clockwise to 359°; those relating to lights are from seaward.

Visibility of lights is that in clear weather.

Depths - The units used for soundings (metres, fathoms or feet) are stated in the title of each chart.

Elevations are normally given above Higher High Water, Large Tide unless otherwise indicated.

Distances may be calculated as follows:

1 nautical mile	= 1,852 metres (6,076.1 feet)
1 statute mile	= 1,609.3 metres (5,280 feet)
1 metre	= 3.28 feet

Temporary & Preliminary Notices are indicated by a (T) or a (P) in Section 1, respectively. Please note that Nautical charts are not amended by the Canadian Hydrographic Service for Temporary (T) and Preliminary (P) Notices. It is recommended that mariners chart these corrections in pencil. The list of charts affected by Temporary and Preliminary Notices are revised and promulgated quarterly in Section 1 of the Monthly Edition.

Please note that, in addition to the temporary and preliminary changes normally advertised as (T) and (P) Notices, there are a few permanent changes to aids to navigation that have been advertised as Preliminary Notices to Mariners while charts are being updated for new editions.

Marine Information Report & Suggestion Sheet
Mariners are requested to notify the responsible authorities when new or suspected dangers to navigation are discovered, changes observed in aids to navigation or corrections to publications are seen to be necessary. Such communications can be made using the *Marine Information Report & Suggestion Sheet* inserted on the last page of each monthly edition of *Notices to Mariners*.

Canadian Hydrographic Service – Information Published in Section 2 of *Notices to Mariners*
Mariners are advised that only the most critical changes that directly affect safety to navigation are issued in Section 2 – Chart Corrections. This limitation is required to ensure that charts remain as clear and easy to read as possible. As a result, mariners may see minor discrepancies of a non-critical nature between information in official publications. For example, a small change in the nominal range or focal height of a light may not result in the production of a chart correction in *Notices to Mariners*, but may result in a correction in the *List of Lights, Buoys and Fog Signals* publication.

In case of discrepancy between information provided on CHS charts relating to aids to navigation, and the *List of Lights, Buoys and Fog Signals* publication, the latter shall be deemed as containing the most up-to-date information.

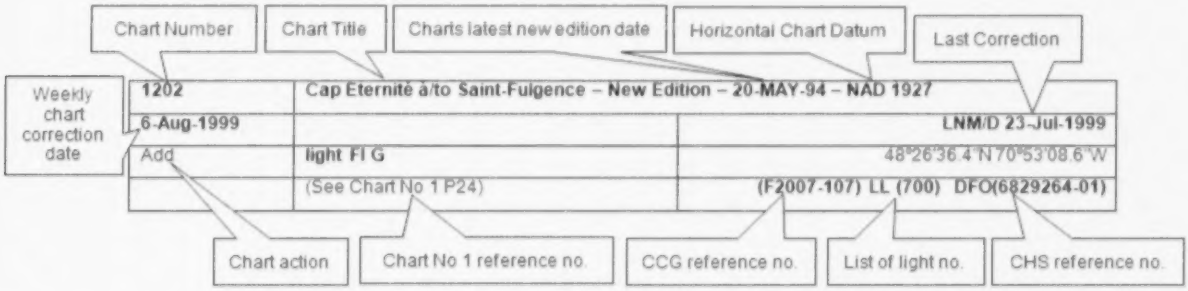
Canadian Nautical Charts & Publications
A source list of Canadian nautical charts and publications is published in Notice No. 14 of the *Notices to Mariners Annual Edition 2018*. The source supply and the prices effective at the time of printing are listed. For current chart edition dates, please refer to the following website: www.chs-shc.gc.ca/charts-cartes/paper-papier/index-eng.asp

CHART CORRECTIONS – SECTION 2

Corrections to nautical charts will be listed in numerical order by chart number. Each chart correction listed applies only to that particular chart. Related charts, if any, will have their own specific correction listed separately.

Users should also refer to CHS *Chart 1: Symbols, Abbreviations and Terms* for additional information pertaining to the correction of charts.

The illustration below describes the elements that will comprise a typical Section 2 chart correction:



The last correction number is identified with the **LNM/D** or **L**ast **N**otice to **M**ariners Number / **D**ate.

NOTICES TO MARINERS WEBSITE – MONTHLY EDITIONS, CHART CORRECTIONS, AND CHART PATCHES

The Notices to Mariners website allows users to access the monthly publications, chart corrections, and chart patches.

Users can subscribe for free to the email notification service to receive notifications when charts of interest are updated, including their patches, as well as when a new monthly edition becomes available online.

ADVISORY NOTICES TO SHIPPING (BROADCAST AND WRITTEN)

The Canadian Coast Guard is implementing a number of changes to the aids to navigation system in Canada.

These changes are advertised as Notices to Shipping (Broadcast and Written) by the Canadian Coast Guard, and are then followed up with Notices to Mariners, then charts are updated by hand correction, reprints or new editions.

Mariners are advised that all relevant Written Notices to Shipping should be kept until superseded by Notices to Mariners or through revised charts issued by the Canadian Hydrographic Service (CHS).

Written Notices to Shipping are available on the Canadian Coast Guard website at www.ccg-gcc.gc.ca/eng/CCG/NOTSHIP

The Canadian Hydrographic Service is reviewing the impact of these changes with the Canadian Coast Guard and together are preparing an action plan on the issuing of chart revisions.

For further information, contact your local Regional Notices to Shipping (NOTSHIP) issuing authorities.

Newfoundland

*** Port aux Basques MCTS Centre**
Canadian Coast Guard
49 Stadium Rd.
P.O. Box 99
Port aux Basques, NL A0M 1C0
Telephone: (709) 695-2168 or 1-800-563-9089
Facsimile: (709) 695-7784
Email: notshippax@dfo-mpo.gc.ca
Website: http://www.ccg-gcc.gc.ca/eng/CCG/Notship#nfld

Maritimes

*** Sydney MCTS Centre**
Canadian Coast Guard
1190 Westmount Road
Sydney, NS B1R 2J6
Telephone: (902) 564-7751 or 1-800-686-8676
Facsimile: (902) 564-7662
Email: notshipssyd@mar.dfo-mpo.gc.ca
Website:
http://www.ccg-gcc.gc.ca/eng/CCG/Notship#maritime

Québec

*** Les Escoumins MCTS Centre**
Canadian Coast Guard
35, rue Otis
Les Escoumins, QC G0T 1K0
Telephone: (418) 233-2308
Facsimile: (418) 233-3299
Email: opsavis@dfo-mpo.gc.ca
Website: http://www.marinfo.gc.ca/en/avisecrits/index.asp

Central & Arctic

*** Prescott MCTS Centre**
Canadian Coast Guard
401 King Street West
P.O. Box 1000
Prescott, ON K0E 1T0

"C" Series NOTSHIPs
Telephone: (613) 925-0666
Facsimile: (613) 925-4519
Email: CA.XCA-NotshipDesk@dfo-mpo.gc.ca
Website: http://www.ccg-gcc.gc.ca/eng/CCG/Notship-Home

*** Iqaluit MCTS Centre**
Operational from approximately mid-May until late December.

Canadian Coast Guard
P.O. Box 189
Iqaluit, NU X0A 0H0

"A" Series NOTSHIPs
Telephone: (867) 979-5269
Facsimile: (867) 979-4264
Email: IqaNordreg@innav.gc.ca
Website: http://www.ccg-gcc.gc.ca/eng/CCG/Notship-Home

"H" Series NOTSHIPs
Telephone: (867) 979-0310
Facsimile: (867) 979-4264
Email: Iqamck01@innav.gc.ca
Website: http://www.ccg-gcc.gc.ca/eng/CCG/Notship-Home

*** Service available in English and French.**

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CANADIAN HYDROGRAPHIC SERVICE – ANNOUNCEMENT REGARDING CHS CHART PATCHES

Colour Web Patches are free to the mariner, and given the quality of many printers, should reproduce well. They will be available in real time all around the world.

CHS welcomes your feedback on this service at chsinfo@dfo-mpo.gc.ca

CANADIAN HYDROGRAPHIC SERVICE – CUMULATIVE CHART CORRECTIONS

The cumulative chart corrections published in *Notices to Mariners* can now be accessed at https://www.notmar.gc.ca/corrections-en.php

CANADIAN HYDROGRAPHIC SERVICE – CURRENT CHART EDITION DATES

CHART EDITIONS

The three terms described below are used to indicate the publication status of Canadian charts.

NEW CHART - "NEWCHT"

The first publication of a Canadian chart embracing an area not previously charted to the scale shown, or embracing an area different from any existing Canadian chart.

NEW EDITION - "NEWEDT"

A new issue of an existing chart containing amendments essential to navigation in addition to those issued in *Notices to Mariners* and making existing editions obsolete.

REPRINTS

A new issue of the current edition of a chart incorporating no amendments of navigational significance other than those previously promulgated in *Notices to Mariners*. It may also contain amendments from other sources provided they are not essential to navigation. Previous printings of the current edition remain in force.

The current chart edition dates can be accessed at www.chs-shc.gc.ca/charts-cartes/paper-papier/index-eng.asp

CANADIAN HYDROGRAPHIC SERVICE – PRINT ON DEMAND CHARTS - CARE AND USE

Background

By providing nautical charts to the public, the goal of the Canadian Hydrographic Service (CHS) is to provide services for safe navigation in a fiscally responsible manner. As a result, CHS continues to expand its portfolio of nautical paper charts that are printed using Print On Demand (POD) technology. These charts are easily recognized by their whiter paper and the coloured logo of the Canadian Hydrographic Service. This new technology enables CHS to print charts in a more efficient manner, while enhancing chart content through being able to quickly add new and important information. POD technology provides customers with up-to-date charts without the historical hand-drawn corrections or glued-on patches. Additionally, this technology eliminates out-of-stock situations which arise with the traditional printing and warehousing methods. In the event of a national emergency, CHS can respond to the appropriate authorities with the best available information very quickly.

Care of Your POD Chart

CHS encourages its customers to handle the POD charts more carefully than the traditional lithographic charts. When plotting information on POD charts, use HB pencils and apply limited pressure. Testing has suggested that an Indian gum eraser is more effective than alternatives when used on the product. This eraser is also suitable for charts printed using lithographic processes.

CANADIAN HYDROGRAPHIC SERVICE, TRANSPORT CANADA – NAVIGATION SAFETY - ECDIS

Mariners are advised that ECDIS may not display some isolated shoal depths when operating in "base or standard display" mode. Route planning and monitoring alarms for these shoal depths may not always be activated. To ensure safe navigation and to confirm that a planned route is clear of such dangers, mariners should visually inspect the planned route and any deviations from it using ECDIS configured to display "all data". The automated voyage planning check function should not be solely relied upon.

TRANSPORT CANADA – RESTRICTED SPEED AREA - ST. CLAIR AND DETROIT RIVERS

Since November 14, 2012, the restricted speed area currently in place as per the St. Clair and Detroit River Navigation Safety Regulations between the Detroit River light and Peche Island light is reduced in size by relocating the southern point of the restricted speed area from its current location at the Detroit River light to a new location at Bar Point light D33. (This notice refers to the previous one published in November 2012 with number *1103.)

CANADIAN HYDROGRAPHIC SERVICE – MODIFICATION TO CATALOGUE 2: PACIFIC COAST/CÔTE PACIFIQUE

The Canadian Hydrographic Service has been recently informed that there is an error in the following chart catalogue:
Catalogue 2: Pacific Coast/Côte pacifique

Affix patch to Catalogue 2: Pacific Coast/Côte pacifique provided in Section 1 of this monthly edition.
https://www.notmar.gc.ca/publications/monthly-mensuel/images/ed072017-part1-catalogue2-patch.pdf

CANADIAN HYDROGRAPHIC SERVICE – MODIFICATIONS TO THE 2018 CANADIAN TIDE AND CURRENT TABLES VOLUME 3 – ST. LAWRENCE RIVER AND SAGUENAY FJORD

The Canadian Hydrographic Service of the Quebec Region identified information missing in the 2018 Canadian Tide and Current Tables Volume 3 - St. Lawrence River and Saguenay Fjord, page 67.

Replace the part of Table 3 with the patch provided in Section 1 of this monthly edition.
https://www.notmar.gc.ca/publications/monthly-mensuel/images/ed012018-part1-tidal-information-vol3-p67-patch.pdf

CANADIAN HYDROGRAPHIC SERVICE – NEW LOCATION TO DOWNLOAD PATCHES

The Canadian Hydrographic Service has moved patch downloads from http://www.chs-shc.gc.ca/patches/ to ftp://ftp.dfo-mpo.gc.ca/patches/. The PDF versions of the monthly editions of *Notices to Mariners* prior to July 2017 are published with the previous location to download patches, while the HTML versions have the updated hyperlinks to the new location. These changes have also been applied to the "Search Chart Corrections" service on the Notices to Mariners website (https://www.notmar.gc.ca/corrections-en.php).

SAGUENAY–ST. LAWRENCE MARINE PARK AND SURROUNDING WATERS – WHALE PROTECTION

The waters in and around the Saguenay–St. Lawrence Marine Park are well known for the resident endangered beluga population and the wide diversity of whales that migrate there to feed, particularly between April and November.

REGULATORY PROTECTION MEASURES

All whale species that are found in the St. Lawrence are protected under the *Marine Mammal Regulations*, pursuant to the *Fisheries Act*. Within the boundaries of the Marine Park, specific measures are set out in the *Marine Activities in the Saguenay–St. Lawrence Marine Park Regulations*, pursuant to the *Act Establishing the Saguenay–St. Lawrence Marine Park*. Any collision with a marine mammal within the Marine Park must immediately be reported to a park warden at 1-866-508-9888. For collisions that occur outside the Marine Park or for any situation involving a marine mammal that is dead or in trouble, contact the emergency network at 1-877-722-5346 or on channel 16.

For more information on the Saguenay–St. Lawrence Marine Park, see notice 5C of the *Notices to Mariners Annual Edition 2018*.

VOLUNTARY PROTECTION MEASURES

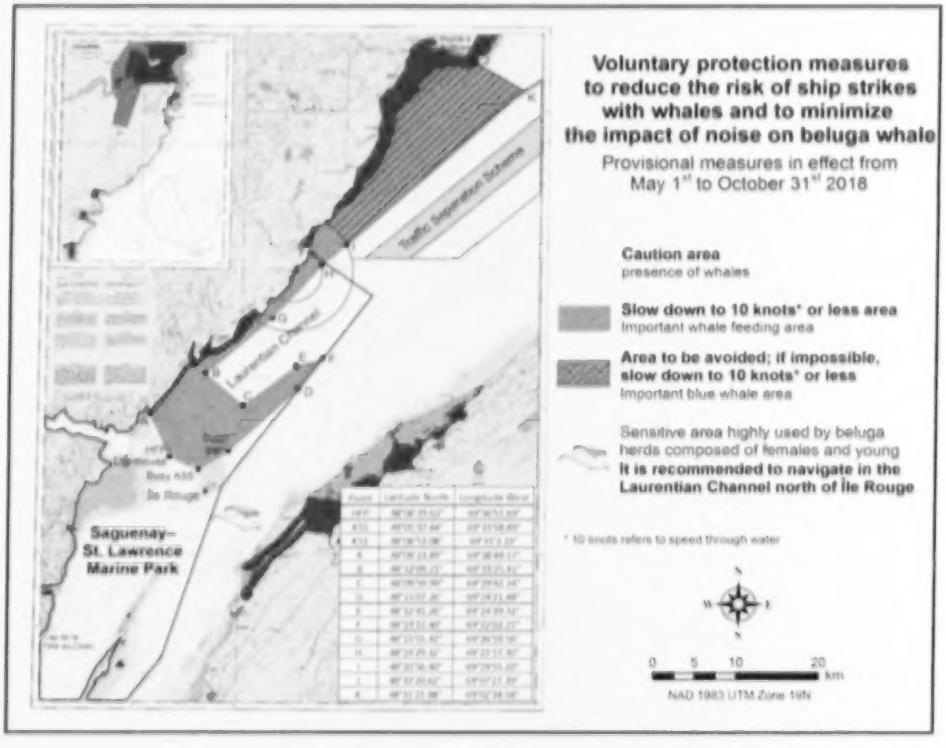
Provisional measures in effect from May 1st to October 31st, 2018. See map at the end of this notice.

These measures apply to merchant vessels and cruise ships between Pointe à Boisvert and Cap de la Tête au Chien to prevent collisions with whales. These measures should only be taken when they will not jeopardize navigational safety.

Caution area (yellow area): To reduce the risk of collisions with whales that can be present anywhere in this area, heightened vigilance of navigators is critical. Posting a lookout is recommended in order to increase the chances of seeing the whales and thus taking necessary measures to avoid them. If bypassing the whales is not possible, slow down and wait for the animals to move away to a distance greater than 400 meters (0.215 nautical miles) before resuming original speed. It is more difficult to see the animals at night, therefore increased caution is recommended.

Slow down to 10 knots or less area (red area): To reduce the risk of collisions with whales in this feeding area, it is recommended that vessels slow down to a maximum speed through the water of 10 knots and post a lookout. It is further recommended to remain in the Laurentian Channel to the north of Île Rouge to minimize the impact of noise in a sensitive area south of this island, which is highly frequented by herds of beluga whales composed of females and young.

Area to be avoided (hatched red area): To reduce noise and the risk of collisions with whales, vessels should avoid transiting through this area which is highly frequented by blue whales, an endangered species. If the area cannot be avoided, slow down to a speed through the water of 10 knots or less.


Voluntary protection measures
to reduce the risk of ship strikes
with whales and to minimize
the impact of noise on beluga whale
Provisional measures in effect from
May 1st to October 31st 2018
Caution area
presence of whales
Slow down to 10 knots* or less area
Important whale feeding area
Area to be avoided; if impossible,
slow down to 10 knots* or less
Important blue whale area
Sensitive area highly used by beluga
herds composed of females and young
It is recommended to navigate in the
Laurentian Channel north of Île Rouge
* 10 knots refers to speed through water
Traffic Separation Scheme
Laurentian Channel
Saguenay–
St. Lawrence
Marine Park
Baie Ste-Catherine
Île Rouge
0 5 10 20
km
NAD 1983 UTM Zone 19N

GULF OF ST. LAWRENCE - PROTECTION OF THE NORTH ATLANTIC RIGHT WHALE

Due to the changing migratory habits of the North Atlantic Right whale and their increased presence in the Gulf of St. Lawrence, the Government of Canada has put in place seasonal speed restrictions in specified areas. These restrictions are a combination of static zone and dynamic speed reduction sectors. (See map below.)

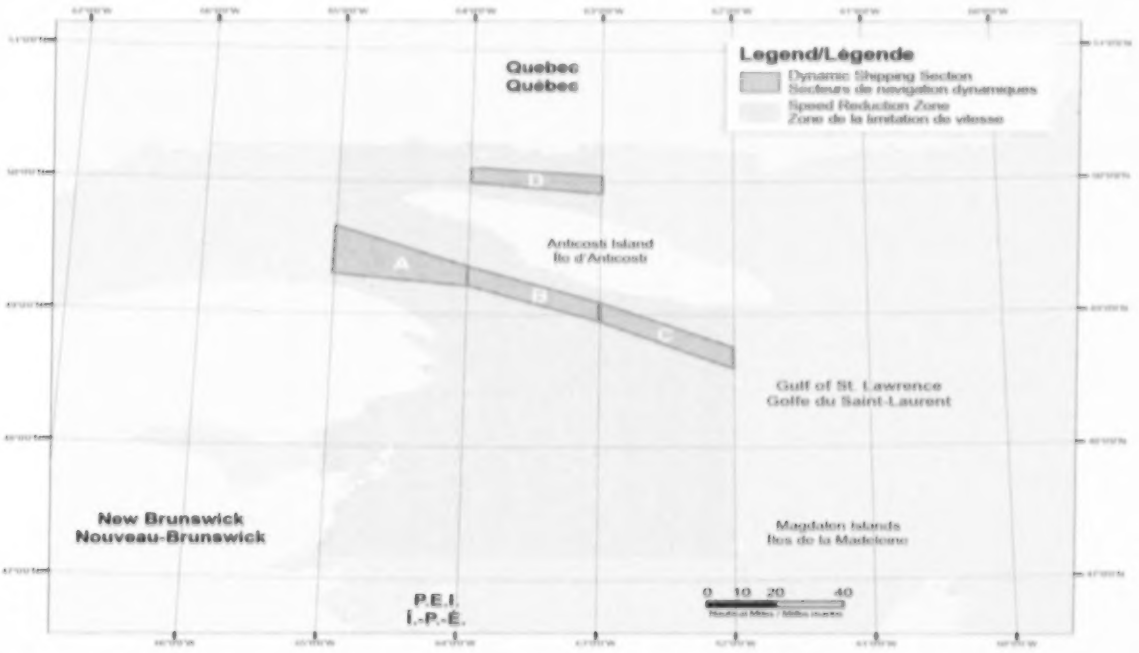
These measures are in effect from **April 28 to November 15, 2018**. These dates are subject to change dependent on North Atlantic Right whale presence. Once the mandatory speed restriction has been lifted, vessels are asked to voluntarily reduce their speed to not exceed 10.0 knots over the ground in the presence of North Atlantic Right whales only if maritime conditions permit safe operation of their vessel at that speed.

Static zone coordinates: 47° 10'N 062° 00'W; 47° 10'N 065° 00'W; 50° 20'N 065° 00'W; 50° 20'N 063° 00'W; 49° 43'N 063° 00'W and 49° 04'N 062° 00'W

Within the static zone, with the exclusion of the dynamic sector corridor, vessels 20 m or more in length are required to operate at a speed not exceeding 10.0 knots over the ground during the above specified dates.

Dynamic sector coordinates:
Sector A) 49° 41'N 065° 00'W; 49° 20'N 065° 00'W; 49° 11'N 064° 00'W; 49° 22'N 064° 00'W;
Sector B) 49° 22'N 064° 00'W; 49° 11'N 064° 00'W; 48° 48'N 063° 00'W; 49° 00'N 063° 00'W;
Sector C) 49° 00'N 063° 00'W; 48° 48'N 063° 00'W; 48° 24'N 062° 00'W; 48° 35'N 062° 00'W; and
Sector D) 50° 06'N 064° 00'W; 50° 00'N 064° 00'W; 49° 56'N 063° 00'W; 50° 03'N 063° 00'W.

Within the static zone, there are four dynamic sectors: A, B, C and D. Within these sectors, vessels may proceed at a safe operational speed when the Government of Canada has determined that whales do not appear to be present. When North Atlantic Right whale presence has been determined inside a dynamic sector, vessels 20 m or more in length will be notified through a Notice to Shipping (NOTSHIP) and are required to reduce their speed to not exceed 10.0 knots over the ground within that sector.



Speed restrictions within the dynamic sectors (A, B, C and D) will be in effect for 15 days, from the date of issuance, and can be extended in the event of continued whale presence. The establishment of speed reduction zones and sectors will be announced through NOTSHIPs.

NOTSHIP Broadcasts
The Canadian Coast Guard (CCG) continues to promulgate valid NOTSHIPs via radio broadcasts over various terrestrial systems and also online at http://www.ccg-gcc.gc.ca/navigating-hub. Mariners shall ensure that they have correct and up-to-date information concerning the protection of the North Atlantic Right whales as contained in all applicable Notices to Mariners (NOTMARs) and NOTSHIPs.

Aids to Navigation
In addition, CCG is testing the use of virtual AIS aids to navigation (AIS AtoN), NOTMAR 819(T)/2016 refers, which will notify a mariner of a dynamic sector that is subject to a speed reduction. Each dynamic sector will be delimited by four virtual AIS AtoN which could be displayed on ships navigation equipment such as: ECDIS, ECS, RADAR, Minimum Keyboard Display, and Electronic Nautical Charts. The virtual AIS AtoN will be broadcasted only when speed reduction is in effect in one or more sectors. The mariner is required to select the virtual AIS AtoN symbol to view a message as such: "SectA1 Spd Lim 10 kt." This message refers to a speed reduction in effect for a specific sector. As this system continues to be in the testing phase, it is not the primary means of communicating with the mariner.

Compliance and Enforcement
Failure to comply with mandatory speed restrictions could lead to enforcement action and subject to fines ranging from $6,000 Cdn to $25,000 Cdn. If vessels appear to have violated the speed restriction, Transport Canada Marine Safety Inspectors will review all information provided through AIS and seek information from the master.

Exemptions to the speed restrictions will not be granted in advance; however, factors such navigation to ensure vessel safety, weather conditions, and responding to emergencies, will be reviewed and considered.

Reporting of Whale Sightings
Mariners are requested to report all observations of entangled, dead, or injured whales to the nearest CCG Marine Communication and Traffic Services Centre; or as follows:

- For the southern part of the Gulf of St. Lawrence:
  - Marine Animal Response Society at 1-866-567-6277
- For Newfoundland and Labrador:
  - Whale Release and Strandings at 1-888-895-3003
- For the Québec sector:
  - Marine Mammal emergencies at 1-877-722-5346.

Sightings of live, free-swimming whales should be reported by phone to 1-902-440-8611 or 1-844-800-8568 or by email: XMARWHALESIGHTINGS@DFO-MPO.GC.CA

***501 CANADIAN HYDROGRAPHIC SERVICE – NAUTICAL CHARTS**

CHARTS	MAIN TITLE	SCALE	PUBLISHED	CAT#	PRICE
New Editions					
5620	Entrance to/Entrée à Chesterfield Inlet (Fairway Island to/à Ellis Island)	1:40 000	09-MAR-2018	4	20.00
5621	Rockhouse Island to/à Centre Island	1:40 000	09-MAR-2018	4	20.00
5622	Centre Island to/à Farther Hope Point	1:40 000	09-MAR-2018	4	20.00
5624	Terror Point to/à Schooner Harbour	1:40 000	09-MAR-2018	4	20.00
6411	Trail River to/à Camsell Bend Kilometre 390 / Kilometre 460	1:50 000	30-MAR-2018	4	12.00
6421	Hardie Island to/à Fort Good Hope Kilometre 1040 / Kilometre 1100	1:50 000	30-MAR-2018	4	12.00
7935	Crozier Strait and/et Pullen Strait	1:100 000	23-FEB-2018	4	20.00

***502 CANADIAN HYDROGRAPHIC SERVICE – ELECTRONIC NAVIGATIONAL CHARTS**

S-57 ENC NUMBER	CHART TITLE
NEW PRODUCTS	
CA470605	Laredo Sound
CA470733	Laredo Sound Part 2
CA670735	Duke Point
CA670740	Ogden Point

***503 TRANSPORT CANADA – SHIP SAFETY BULLETIN #05/2018**

This is to notify you that a new **Ship Safety Bulletin** has recently been posted to the Transport Canada website at www.tc.gc.ca/ssb-bsn/.

To go online to view or download this bulletin, please click on the link below:

SSB#05/2018 – **Coming into force: *New Arctic Shipping Safety and Pollution Prevention Regulations***
RDIMS#13616911

Sign yourself up for e-Bulletin to receive an e-mail notice each time a new Ship Safety Bulletin is published on our Website.

Contact us at: marinesafety-securitemaritime@tc.gc.ca or 1-855-859-3123 (Toll Free).

***504 CANADIAN COAST GUARD PUBLICATION - AMENDMENTS *TO NOTICES TO MARINERS ANNUAL EDITION 2018* - SECTION A, NOTICE 5B: GENERAL GUIDELINES FOR NATIONAL PARKS**

Page 17:

AMEND

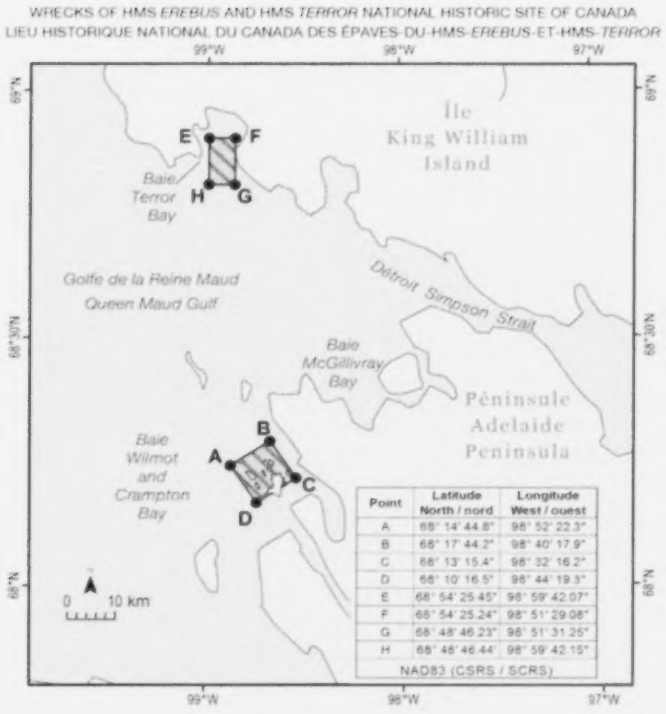
Wrecks of HMS *Erebus* and HMS *Terror* National Historic Site of Canada

In 1992, the wrecks HMS *Erebus* and HMS *Terror* were designated as a national historic site under the *Historic Sites and Monuments Act*, despite the locations of both wrecks being unknown at that time. The wrecks were designated for their direct association with Sir John Franklin's last expedition. ~~The initial discovery of a shipwreck belonging to the Franklin expedition was confirmed on September 7, 2014. On October 1, 2014, it was announced that the shipwreck had been identified as HMS *Erebus*.~~ In September 2014, an expedition led by Parks Canada discovered the wreck of HMS *Erebus*. Two years later, the wreck of HMS *Terror* was located.

In April 2015, a 10 km by 10 km area of seabed surrounding HMS *Erebus* was added to the *National Historic Sites of Canada Order*. In 2017, the site of HMS *Terror* was added, comprising a protected area measuring 57.8 km^2 (approximately 6 km by 10 km). The sites now benefit from legal protection under the *Canada National Parks Act* (S.C. 2000, c. 32) and relevant regulations, which prohibit the removal of artifacts and allow for control of access and activities that may damage the wrecks. This is the 168th national historic site administered by Parks Canada.

Coordinates

Replace image with the following:



Page 18:

AMEND

Restrictions and Permitting Requirements

1. No person shall enter the Wrecks of HMS *Erebus* and HMS *Terror* National Historic Site of Canada without written authorization from the Field Unit Superintendent, except where a person is a ~~beneficiary~~ Nunavut Inuk accessing the site for harvesting as provided in the *Nunavut ~~Land Claims~~ Agreement* (~~NLCA~~ NA). Cruise ships and other vessels are currently not allowed in the Wrecks of HMS *Erebus* and HMS *Terror* National Historic Site of Canada.

   Anyone wishing to enter the national historic site for official reasons (e.g., other government departments) should contact Parks Canada at least 60 days in advance of their trip.

2. No person shall conduct the following restricted activities without written authorization from the Field Unit Superintendent:

   a. engaging in activities for the purpose of discovering, surveying or documenting archaeological, historical or cultural resources, including wreck that has heritage value;
   b. engaging in activities that may physically disturb or damage archaeological, historical or cultural resources, including wreck that has heritage value;
   c. removing archaeological, historical or cultural resources, including wreck that has heritage value;
   d. anchoring, except when undertaken by ~~a beneficiary under the NLCA~~ Nunavut Inuit for purposes of harvesting; and
   e. diving, except when undertaken by ~~a beneficiary under the NLCA~~ Nunavut Inuit for purposes of harvesting.

***505 CANADIAN COAST GUARD PUBLICATION - AMENDMENTS *TO NOTICES TO MARINERS ANNUAL EDITION 2018* - SECTION C, NOTICE 27A: GUIDELINES FOR THE TRANSIT OF WIDE BEAM VESSELS AND LONG VESSELS**

Page 6:

DELETE

Transit of Vessels with Combined Breadth Equal to or Higher than 81.3 metres in the Traverse du Nord Sector of Île d'Orléans

Background/Context:

As a result of the recent passage of post-Panamax vessels en route to ports located upstream from the Traverse du Nord Sector of Île d'Orléans, the Canadian Coast Guard proceeded with a review of Marine Traffic Management Rules applicable to that segment of the St. Lawrence Waterway.

The rules described hereafter are mainly based on the Canadian Coast Guard Guidelines for the Safe Design, Maintenance and Usage of Navigation Channels and on consultations with concerned marine stakeholders.

Effective December 1, 2009, the following measures shall apply to vessels with a combined breadth equal to or higher than 81.3 metres.

1. Passage (encounter) and overtaking of two (2) vessels, each with a combined breadth equal to or higher than 81.3 metres, shall not be authorized in the dredged channel of Traverse du Nord, between Buoys K-136 and K-92.

2. Should a vessel be required to slow down or stop to avoid encountering within the limits of the dredged channel, the vessel with a following current (stern) shall have priority to maintain course (ref. Collision Regulations, Rule 9, Section K).

3. The Marine Communications and Traffic Services Officer (MCTSO) shall inform the vessels concerned sufficiently in advance in order for the vessels to make appropriate arrangements to abide by these measures.

4. The vessels concerned shall inform the MCTS Officers of their agreed arrangements in order for MCTS to advise relevant traffic accordingly.

Note: In applying the above measures, it is understood that the bridge crew shall consider all hazards to navigation, risks of collision and any specific circumstances, such as limitations of the concerned vessels, and may therefore have no alternative but to deviate from the prescribed measures in order to avoid an immediate danger. Should there be sufficient reasons to derogate from these prescribed rules, the Pilot shall inform the MCTS Officer who will immediately relay the relevant information to other waterway users.

Page 6:

REPLACE WITH

TRANSIT OF VESSELS WITH COMBINED BREADTH NOT EXCEEDING 96 METRES IN THE TRAVERSE DU NORD SECTOR OF ÎLE D'ORLÉANS.

Context:

To improve the fluidity of marine traffic and ensure safe navigation, the Standing Committee on Marine Safety, co-chaired by the Canadian Coast Guard and Transport Canada, is recommending new guidelines on the transit of vessels with a combined breadth* of between **81.3 metres** and **96 metres** in the segments between buoys K-92 to K-112, K-112 to K-132 and K-132 to K-136 in the Traverse du Nord Sector of Île d'Orléans.

The guidelines described below are based primarily on the CCG and PIANC (World Association for Waterborne Transport Infrastructure) Guidelines for the Safe Design of Commercial Shipping Channels and consultations with the marine stakeholders involved.

It is important to note that the guidelines below are minimum requirements. Nothing in these rules shall exonerate any vessel, or the pilot, captain or crew thereof, from the consequences of any neglect to comply with these rules or of the neglect of any precaution, which may be required by the ordinary practice of seamen, or by the special circumstances of the case. The role of the Canadian Coast Guard and its officers is limited to providing the information at its disposal in a timely manner.

Definitions:

Breadth: For this pilot project in the Traverse Nord, **vessel breadth** refers to the "moulded breadth" of a vessel.

Abbreviations:

MCTS: Marine Communications and Traffic Services

CCG: Canadian Coast Guard

CLSLP: Corporation of the Lower St. Lawrence Pilots

UKC: Under-keel clearance

Effective Date:

Beginning May 5, 2018, the following measures will apply to vessels with a combined breadth between **81.3 metres** and **96 metres**:

The new guideline on managing meetings of vessels is being implemented as a pilot project for a maximum trial period of 36 months. Adjustments may be made to the guidelines in consultation with stakeholders during this trial period.

After the trial period, the Standing Committee on Marine Safety will evaluate the temporary guidelines in this notice to propose a management and/or regulatory framework for implementing rules on the transit of vessels throughout the Traverse du Nord Sector.

Application:

1. Two (2) vessels with a combined breadth equal to or greater than 81.3 metres are **prohibited** from meeting in the navigable channel of Traverse du Nord between buoys K-132 and K-136 and buoys K-92 and K-112.

2. Two (2) vessels with a combined breadth of between 81.3 metres and 96 metres might be permitted to meet between buoys K-112 and K-132 as long as the following minimum requirements are met:

   - Visibility is at least 5 nm so that the pilots can visually assess the approach between the two vessels;
   - Winds are 25 knots or less between buoys K-112 and K-132;
   - A minimum margin of safety/manoeuvrability according to the UKC table in effect is maintained;
   - Real-time data is available from the St-François tide gauge (IO);

   The pilot is responsible for ensuring that all these minimum requirements are met and that there is no safety issue prior to meeting another vessel in the segment between buoys K-112 and K-132.

3. Traffic management (meetings between ships):

   - The MCTS officer shall provide information about marine traffic in a timely manner so that pilots can make the necessary arrangements to satisfy the guidelines on meetings of vessels.
   - The vessels involved shall notify the MCTS Officer of the agreed procedure that has been taken, to share appropriate information with relevant traffic.

   If the breadth of one of the vessels exceeds 50 metres, with a combined breadth not exceeding 96 metres, the bridge crew and pilot will manage the meeting conditions utmost carefulness.

Guidelines on meetings

- To ensure safe passage, meeting places are identified and evaluated by pilots.
- The CLSLP shall provide a meeting report to CCG and TC authorities within 10 days of the meeting. This report must describe the vessels' condition, the passage conditions, the environmental factors, the manoeuvring conditions and all relevant comments on how the vessels handled when they met.
- In assessing the risks associated with the meeting of vessels, pilots must take the following factors into consideration in all seasons:

  - ***Nighttime navigation.*** **All seasons.** Darkness makes it more difficult to evaluate distances; background light can be confused with ship's navigation lights and aids to navigation. In addition, beacons are fewer and unlit in winter.
  - ***Visibility.*** When vessels meet, the visibility must be at least 5 nm for the pilots to visually assess the approach between the two vessels. Pilots must take into consideration that aids to navigation have a theoretical availability (75% availability) of 4.3 nm and that buoys can be hidden under the ice cover.
  - ***Wind velocity and direction.*** Under certain vessel load conditions, wind direction and velocity can influence vessel manoeuvrability.
  - ***Manoeuvring distance.*** The pilot must ensure that he/she has sufficient distance to complete the manoeuvre and re-establish the course.
  - ***Marine traffic.*** The pilot must ensure that there are no other vessels manoeuvring to meet in the sector and must also consider recreational boating and other nautical activities. All manoeuvre agreements that contradict these directives must be communicated to the sector's MCTS.
  - ***Vessel characteristics.*** The pilot must ensure that the vessel's manoeuvring characteristics and the distance separating the vessels are sufficient to counter the interaction effects between them.

- ***Towing and dredging operations.*** The MCTS officer must provide information on towing and dredging operations being carried out so that the pilot may adequately assess the situation and plan the vessel's passage. At the pilot's request, dredging operations must be stopped to ensure safe passage.

- ***Channel characteristics.*** The pilot must take into consideration the channel configuration, type of bottom, currents and tides.

- ***Meeting velocity***. At all times, the velocity of vessels must make it possible to have a UKC that complies with the UKC standards in place given that during meetings of vessels, the squat is significantly increased. A safe speed suited to the conditions and the pilot's assessment must be maintained during meetings.

- Any other circumstance that may affect navigation safety.

Other considerations:

- Priority to navigate in the Traverse du Nord will be given to the deep-draught vessel leaving the St-Jean Anchorage area downbound.

Ice navigation

- The President of the CLSLP must coordinate the departure time of vessels with the Ice Operations Centre by assessing the risks associated with ice conditions.

- Vessels must ensure that conditions are favourable before entering the Traverse du Nord Sector, in accordance with notices or directives from the Ice Operations Centre (CCG). The following conditions must be satisfied:

  - For an upbound vessel destined for the Traverse du Nord, at Île Blanche, the pilot will notify the CCG Ice Operations Centre of the vessel's estimated time of arrival at buoy K-92 as well as report on how the vessel is handling in the ice to determine whether current conditions could cause problems for the vessel and for navigation during transit.

  - Before a vessel leaves her berth, bound for the Traverse du Nord, the CLSLP pilot assigned to the vessel must contact the Ice Operations Centre so that they may assess the ice conditions to determine whether they could cause problems for the vessel and for navigation during transit.

- Vessels which, given their mechanical and operational conditions, appear unable to ensure safe navigation through the ice may not navigate the Traverse du Nord, as long as those conditions prevail.

- In the presence of ice, daylight meetings must always be prioritized to mitigate the risks of nighttime navigation in ice conditions.

Note: In applying these guidelines, it is understood that the pilot and bridge crew must consider all navigation hazards, collision risks and any specific circumstances, including the limitations of the vessels involved, and may therefore have to deviate from these measures to avoid imminent danger. In such a case, or any other incident or situation, the pilot must inform the MCTS officer, who will then forward the information to the other waterway users.

***506 SAGUENAY–ST. LAWRENCE MARINE PARK - BELUGA WHALE PROTECTION: SLOWDOWN AREA AT THE MOUTH OF THE SAGUENAY FJORD AND AREA CLOSURE AT BAIE SAINTE-MARGUERITE**

The Saguenay–St. Lawrence Marine Park and its surrounding area are at the heart of endangered beluga whale critical summer habitat. Marine mammal protection measures have been put in place in accordance with the *Marine Activities in the Saguenay–St. Lawrence Marine Park Regulations* within the limits of the Marine Park. However, important feeding, calving and rearing areas for beluga whales require greater protection to ensure the recovery of the species. The portion of the Saguenay situated between the mouth of the Fjord and Baie Sainte-Marguerite is one of the areas most used by females and their young from May to October. The mouth of the Saguenay is known as a feeding ground, and Baie Sainte-Marguerite as a calving and rearing area.

In order to prevent collisions with beluga whales, a compulsory 15-knot slowdown area is in effect from May 1st to October 31st at the mouth of the Saguenay. To ensure tranquility for female belugas and their young during the critical calving period, access to Baie Sainte-Marguerite is prohibited to all vessels from June 21st to September 21st, except for special authorizations (see description below).

For safety reasons, these measures do not apply to cargo ships (see notice "Saguenay–St.Lawrence Marine Park and Surrounding Waters – Whale Protection" in the monthly edition of *Notice to Mariners* concerning voluntary protection measures in the St. Lawrence Estuary from May to October). An enhanced vigilance is however recommended to all navigators between the mouth of the Saguenay Fjord and Baie Sainte-Marguerite for the protection of beluga whales.

For more information on the Saguenay–St. Lawrence Marine Park, see notice 5C of the *Notices to Mariners Annual Edition 2018* or visit http://parcmarin.qc.ca/home/.

SUMMARY OF REGULATORY PROTECTION MEASURES - BELUGA WHALE

Entire Marine Park Territory: When beluga whales are less than half a nautical mile (926 metres) from a motorized vessel, the vessel must maintain a speed of between 5 and 10 knots. All vessels, including human-powered vessels (kayaks and canoes), must continue to move forward and maintain their heading. All vessels must maintain a minimum distance of 400 metres from beluga whales at all times. For more information concerning the regulations, consult: http://marinepark.ca/protect/#regulations

Mouth of the Saguenay Fjord (Figure 1) - Slowdown Area (area cross-hatched in yellow): Maximum speed at the mouth of the Saguenay between buoys S7 and S8 and the ferry docks between Baie-Sainte-Catherine and Tadoussac is 15 knots from May 1st to October 31st.

Baie Sainte-Marguerite (Figure 2) - Area Closure (red area): From June 21st to September 21st, vessels must not enter the red area which follows a line between Cap Nord-Ouest and Cap Sainte-Marguerite.

Special authorizations are granted only for kayaks, canoes and recreational fishermen who must travel without stopping along a corridor (see dotted line, Figure 2) within 10 metres of the shore or in shallow areas.

VOLUNTARY PROTECTION MEASURES

Baie Sainte-Marguerite sector - Transit Area (area cross-hatched in yellow): From June 21st to September 21st, navigation in this area is recommended at a speed of between 5 and 10 knots without stopping.

The purpose of this transit area is to favour respect of the *Marine Activities in the Saguenay–St. Lawrence Marine Park Regulations* since beluga whales are often present in the Baie Sainte-Marguerite sector.

INFORMATION

All incidents, including collisions with whales, must be reported without delay by dialling 1-866-508-9888. For any other situation concerning a marine mammal that is either dead or in trouble, contact the emergency network at 1-877-722-5346, or use VHF channel 16.

Figure 1

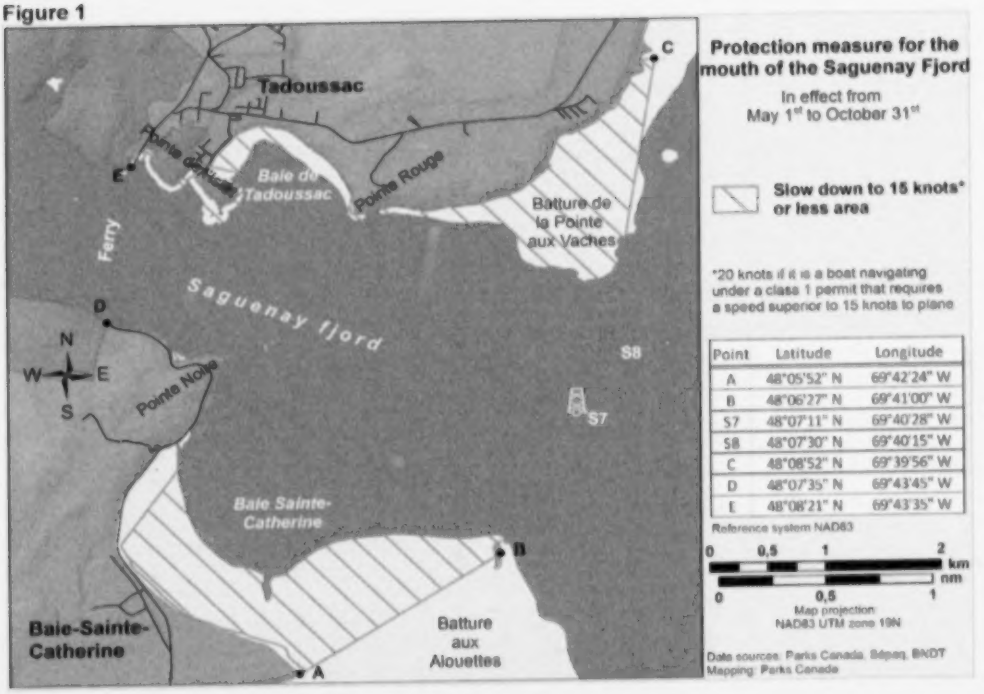
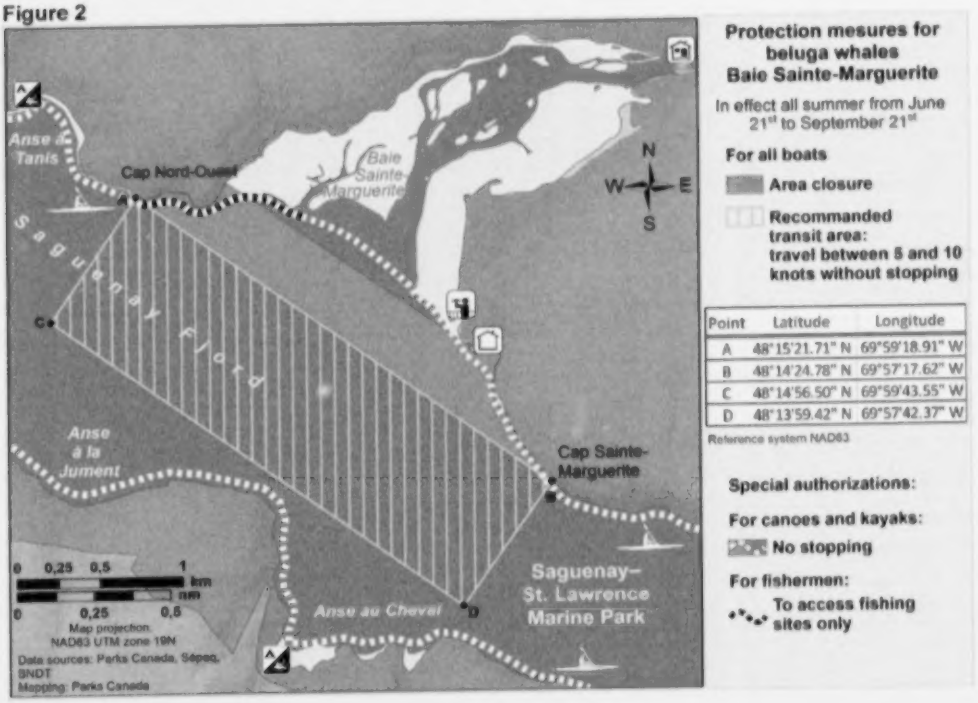


Figure 2



***507(P) PLANS: BAIE DES CHALEURS / CHALEUR BAY: CÔTE SUD / SOUTH SHORE – RANGE LIGHTS TO BE DISCONTINUED**

Reference Chart: 4920

The Canadian Coast Guard proposes to permanently discontinue the following aids to navigation:

Carron Point range front (LL 1331) (47° 39' 06.5"N 065° 37' 23.4"W)
Carron Point range rear (LL 1332) (208°22' 527.5 m from front)

Comments on this action are solicited from mariners and other interested parties by August 25th, 2018, three months following the initial publication date of May 25th, 2018. Comments should be directed to the following:

Superintendent, Renee Pope
Aids to Navigation and Waterways
Canadian Coast Guard
P.O. Box 5667
St. John's, NL A1C 5X1
Telephone: (709) 772-2800
Email: renee.pope@dfo-mpo.gc.ca

Any objections raised must state the facts on which they are based and should include supporting information on safety, commerce and public benefit.

(G2018-045P, 046P)

***508(T) CAP DE LA TÊTE AU CHIEN AU/TO CAP AUX OIES – COMPLETE EXCLUSION ZONE**

Reference Chart: 1234

A complete exclusion zone applicable to all types of vessels will be in effect from June 1, 2018 00h00TL until June 10, 2018 at 23h00TL. Multiple vessels from the Canadian Coast Guard, the Royal Canadian Mounted Police and the Sûreté du Québec will be on site to maintain the security perimeter. Temporary yellow buoys will also be in place to delimit the perimeter. It is strictly forbidden to enter or approach the exclusion zone defined by the following coordinates:

1. Pointe Jureux
2. 47° 32.8'N 070°10.6'W
3. 47° 33' 44.64"N 070° 09' 11.92"W
4. 47° 35' 04.28"N 070° 07' 49.26"W
5. 47° 36' 23.91"N 070° 06' 26.59"W
6. 47° 37' 43.47"N 070° 05' 03.88"W
7. 47° 39' 03.10"N 070° 03' 41.08"W
8. City of Cap-à-l'Aigle

Due to the presence of a large amount of vessels of all kinds, mariners are requested to use extreme vigilance in the sector. Caution.

Exclusion Zone (Yellow Cautionary Buoys)		
	Latitude	Longitude
Pointe Jureux	47° 32' 23.98"N	070° 12' 06.90"W
Buoy 1	47° 32.8'N	070° 10.6'W
Buoy 2	47° 33' 44.64"N	070° 09' 11.92"W
Buoy 3	47° 35' 04.28"N	070° 07' 49.26"W
Buoy 4	47° 36' 23.91"N	070° 06' 26.59"W
Buoy 5	47° 37' 43.47"N	070° 05' 03.88"W
Buoy 6	47° 39' 03.10"N	070° 03' 41.08"W
City of Cap-à-l'Aigle	47° 40' 01.11"N	070° 05' 52.70"W

(NOTSHIP Q0656/18)

***509(T) TORONTO HARBOUR – CONSTRUCTION OPERATIONS**

Reference Chart: 2085

Construction operations taking place from April 27 to December 31, 2018 north of the Essroc Quay in line with the Keating Channel.

Mariners are requested to keep out of the construction zone and to follow directions from the Toronto Police Service Marine Unit.

(NOTSHIP C530/18)

***510(T) TORONTO HARBOUR – CONSTRUCTION ZONE INSTALLED**

Reference: Notice 112(T)/18 is cancelled.

Reference Chart: 2085

15 temporary buoys with reflective tape marking a construction zone will be installed in the Toronto Inner Harbour after December 15, 2017 and remain in place until July 30, 2018.

Buoys will be placed in the following positions:

43° 38' 39.87"N 079° 21' 27.61"W
43° 38' 40.34"N 079° 21' 28.14"W
43° 38' 40.51"N 079° 21' 28.95"W
43° 38' 40.58"N 079° 21' 29.82"W
43° 38' 41.03"N 079° 21' 30.45"W
43° 38' 41.66"N 079° 21' 30.63"W
43° 38' 42.29"N 079° 21' 30.46"W
43° 38' 42.87"N 079° 21' 30.05"W
43° 38' 43.30"N 079° 21' 29.40"W
43° 38' 43.49"N 079° 21' 28.56"W
43° 38' 43.62"N 079° 21' 27.68"W
43° 38' 43.68"N 079° 21' 26.80"W
43° 38' 43.54"N 079° 21' 25.93"W
43° 38' 43.55"N 079° 21' 25.05"W
43° 38' 43.83"N 079° 21' 24.27"W

All vessels are required to stay out of the construction zone and follow direction from the Toronto Police Service Marine Unit.

(NOTSHIP C3029/17, C679/18)

***511(T) TORONTO HARBOUR – OFFLOADING IN A CONSTRUCTION ZONE**

Reference: Notice 211(T)/18 is cancelled.

Reference Chart: 2085

Stone deliveries offloading by a self-unloading bulk carrier taking place from May 9 to July 30, 2018 in the construction zone marked by buoys, and located between Pier 35 and the Keating Channel.

All vessels are required to stay out of the construction zone.

Please refer to notice *510(T)/18 for the exact coordinates of the buoys marking the construction zone.

(NOTSHIP C679/18)

***512(T) TORONTO HARBOUR – DRILLING OPERATIONS**

Reference Chart: 2085

Drilling operations taking place in the inner harbour adjacent to the Keating Channel and in the Don River between May 14 and October 30, 2018. Drill rig and barge on scene.

Mariners are requested to use caution in the area.

(NOTSHIP C744/18)

***513 EAST RIVER OF PICTOU: INDIAN CROSS POINT TO / À TRENTON AND NEW GLASGOW – UNLIT BUOY PERMANENTLY DISCONTINUED**

Reference: Notice 1107(P)/17 is cancelled (Chart 4443).

(G2018-042)

***514 SOURIS HARBOUR AND APPROACHES / ET LES APPROACHES – UNLIT BUOY PERMANENTLY DISCONTINUED**

Reference: Notice 1204(P)/17 is cancelled (Chart 4419).

(G2018-047)

***515 RENEWS HARBOUR TO/À MOTION BAY – BUOY NO LONGER BEING PROPOSED FOR DISCONTINUATION**

Reference: Notice 414(P)/18 is cancelled (Chart 4845).

(N2018-026)

1221 - Pointe de Moisie à/to Île du Grand Caoui - New Edition - 27-FEB-2015 - NAD 1983
18-MAY-2018 LNM/D. 29-SEP-2017

Add	depth of 9 metres 5 decimetres (See Chart No. 1, I10) This notice affects Electronic Navigational Chart: CA379028, CA579047	50°01'12.6"N 066°48'25.0"W *DFO(6409786-01)*
Add	depth of 9 metres 5 decimetres (See Chart No. 1, I10) This notice affects Electronic Navigational Chart: CA379028, CA579047	50°00'53.0"N 066°48'25.6"W *DFO(6409786-02)*
Delete	depth of 10 metres 4 decimetres (See Chart No. 1, I10) This notice affects Electronic Navigational Chart: CA379028, CA579047	50°00'00.7"N 066°50'15.7"W *DFO(6409786-03)*
Add	depth of 9 metres 9 decimetres (See Chart No. 1, I10) This notice affects Electronic Navigational Chart: CA379028, CA579047	50°00'00.9"N 066°50'15.5"W *DFO(6409786-04)*
Delete	depth of 13 metres 7 decimetres (See Chart No. 1, I10) This notice affects Electronic Navigational Chart: CA379028	50°01'08.3"N 066°47'57.6"W *DFO(6409786-09)*
Add	depth of 12 metres 8 decimetres (See Chart No. 1, I10) This notice affects Electronic Navigational Chart: CA379028	50°01'10.2"N 066°47'56.6"W *DFO(6409786-10)*

1226 - Port-Cartier - New Edition - 19-FEB-2010 - NAD 1983
18-MAY-2018 LNM/D. 16-SEP-2016

Add	depth of 9 metres 5 decimetres (See Chart No. 1, I10) This notice affects Electronic Navigational Chart: CA379028, CA579047	50°01'12.6"N 066°48'25.0"W *DFO(6409786-01)*
Add	depth of 9 metres 5 decimetres (See Chart No. 1, I10) This notice affects Electronic Navigational Chart: CA379028, CA579047	50°00'53.0"N 066°48'25.6"W *DFO(6409786-02)*
Delete	depth of 10 metres 4 decimetres (See Chart No. 1, I10) This notice affects Electronic Navigational Chart: CA379028, CA579047	50°00'00.7"N 066°50'15.7"W *DFO(6409786-03)*
Add	depth of 9 metres 9 decimetres (See Chart No. 1, I10) This notice affects Electronic Navigational Chart: CA379028, CA579047	50°00'00.9"N 066°50'15.5"W *DFO(6409786-04)*

Delete	depth of 12 metres 1 decimetre (See Chart No. 1, I10) This notice affects Electronic Navigational Chart: CA579047	50°01'32.0"N 066°47'13.8"W *DFO(6409786-05)*
Add	depth of 11 metres 4 decimetres (See Chart No. 1, I10) This notice affects Electronic Navigational Chart: CA579047	50°01'31.9"N 066°47'13.8"W *DFO(6409786-06)*
Delete	depth of 11 metres 5 decimetres (See Chart No. 1, I10) This notice affects Electronic Navigational Chart: CA579047	50°00'53.9"N 066°48'48.0"W *DFO(6409786-11)*
Add	depth of 9 metres 8 decimetres (See Chart No. 1, I10) This notice affects Electronic Navigational Chart: CA579047	50°00'53.9"N 066°48'48.3"W *DFO(6409786-12)*
Delete	depth of 12 metres 3 decimetres (See Chart No. 1, I10) This notice affects Electronic Navigational Chart: CA579047	50°00'54.4"N 066°48'51.3"W *DFO(6409786-13)*
Add	depth of 11 metres 3 decimetres (See Chart No. 1, I10) This notice affects Electronic Navigational Chart: CA579047	50°00'55.2"N 066°48'50.7"W *DFO(6409786-14)*
Add	private light F Bu(Priv) (See Chart No. 1, P1) This notice affects Electronic Navigational Chart: CA579047	50°00'53.5"N 066°48'49.5"W *(Q2018031) DFO(6409805-01)*

1313 - Batiscan au/to Lac Saint-Pierre - New Edition - 03-NOV-2017 - NAD 1983
11-MAY-2018

Delete	depth of 12 metres 0 decimetres (See Chart No. 1, I10) This notice affects Electronic Navigational Chart: CA479014	46°18'42.6"N 072°33'15.7"W *DFO(6409843-01)*
Add	depth of 11 metres 4 decimetres (See Chart No. 1, I10) This notice affects Electronic Navigational Chart: CA479014	46°18'39.0"N 072°33'16.9"W *DFO(6409843-02)*
Delete	depth of 5 metres 1 decimetre (See Chart No. 1, I10) This notice affects Electronic Navigational Chart: CA479014	46°26'21.1"N 072°19'41.4"W *DFO(6409843-03)*
Add	depth of 4 metres 9 decimetres (See Chart No. 1, I10) This notice affects Electronic Navigational Chart: CA479014	46°26'21.2"N 072°19'39.3"W *DFO(6409843-04)*

Delete	depth of 10 metres 9 decimetres (See Chart No. 1, I10) This notice affects Electronic Navigational Chart: CA479014	46°26'12.1"N 072°18'57.5"W *DFO(6409843-05)*
Add	depth of 10 metres 3 decimetres (See Chart No. 1, I10) This notice affects Electronic Navigational Chart: CA479014	46°26'11.5"N 072°18'57.8"W *DFO(6409843-06)*
Add	depth of 8 metres 1 decimetre (See Chart No. 1, I10) This notice affects Electronic Navigational Chart: CA479014	46°29'16.1"N 072°14'21.7"W *DFO(6409843-07)*

1314 - Donnacona à/to Batiscan - New Edition - 06-OCT-2017 - NAD 1983
11-MAY-2018

Delete	depth of 3 metres 8 decimetres (See Chart No. 1, I10) This notice affects Electronic Navigational Chart: CA479017	46°31'48.5"N 072°10'59.4"W *DFO(6409793-01)*
Add	depth of 3 metres 5 decimetres (See Chart No. 1, I10) This notice affects Electronic Navigational Chart: CA479017	46°31'48.4"N 072°10'59.5"W *DFO(6409793-02)*
Add	depth of 8 metres 7 decimetres (See Chart No. 1, I10) This notice affects Electronic Navigational Chart: CA479017	46°32'41.9"N 072°09'47.2"W *DFO(6409793-03)*
Add	depth of 1 metre 9 decimetres (See Chart No. 1, I10) This notice affects Electronic Navigational Chart: CA479017	46°33'37.3"N 072°07'38.6"W *DFO(6409793-04)*
Add	depth of 9 metres 9 decimetres (See Chart No. 1, I10) This notice affects Electronic Navigational Chart: CA479017	46°39'08.9"N 071°45'56.1"W *DFO(6409803-01)*
Delete	depth of 13 metres 1 decimetre (See Chart No. 1, I10) This notice affects Electronic Navigational Chart: CA479017	46°38'23.0"N 071°42'57.4"W *DFO(6409803-02)*
Add	depth of 12 metres 7 decimetres (See Chart No. 1, I10) This notice affects Electronic Navigational Chart: CA479017	46°38'22.9"N 071°42'58.6"W *DFO(6409803-03)*
Delete	depth of 13 metres 1 decimetre (See Chart No. 1, I10) This notice affects Electronic Navigational Chart: CA479017	46°38'23.3"N 071°42'30.8"W *DFO(6409803-04)*

Add	depth of 12 metres 8 decimetres (See Chart No. 1, I10) This notice affects Electronic Navigational Chart: CA479017	46°38'24.8"N 071°42'32.3"W *DFO(6409803-05)*
Delete	depth of 12 metres 6 decimetres (See Chart No. 1, I10) This notice affects Electronic Navigational Chart: CA479017	46°38'30.1"N 071°41'55.7"W *DFO(6409803-06)*
Add	depth of 12 metres 3 decimetres (See Chart No. 1, I10) This notice affects Electronic Navigational Chart: CA479017	46°38'30.8"N 071°41'53.8"W *DFO(6409803-07)*
Add	depth of 8 metres 1 decimetre (See Chart No. 1, I10) This notice affects Electronic Navigational Chart: CA479014	46°29'16.1"N 072°14'21.7"W *DFO(6409843-07)*
Delete	depth of 11 metres 8 decimetres (See Chart No. 1, I10) This notice affects Electronic Navigational Chart: CA479017	46°35'05.2"N 072°01'20.4"W *DFO(6409843-08)*
Add	depth of 11 metres 3 decimetres (See Chart No. 1, I10) This notice affects Electronic Navigational Chart: CA479017	46°35'05.8"N 072°01'21.1"W *DFO(6409843-09)*
Delete	depth of 7 metres 1 decimetre (See Chart No. 1, I10) This notice affects Electronic Navigational Chart: CA479017	46°35'22.5"N 072°00'48.9"W *DFO(6409843-10)*
Add	depth of 6 metres 3 decimetres (See Chart No. 1, I10) This notice affects Electronic Navigational Chart: CA479017	46°35'23.0"N 072°00'48.5"W *DFO(6409843-11)*

1315 - Québec à/to Donnacona - New Edition - 27-APR-2012 - NAD 1983
11-MAY-2018 LNM/D. 23-MAR-2018

Delete	depth of 13 metres 1 decimetre (See Chart No. 1, I10) This notice affects Electronic Navigational Chart: CA479017	46°38'23.0"N 071°42'57.4"W *DFO(6409803-02)*
Add	depth of 12 metres 7 decimetres (See Chart No. 1, I10) This notice affects Electronic Navigational Chart: CA479017	46°38'22.9"N 071°42'58.6"W *DFO(6409803-03)*
Delete	depth of 13 metres 1 decimetre (See Chart No. 1, I10) This notice affects Electronic Navigational Chart: CA479017	46°38'23.3"N 071°42'30.8"W *DFO(6409803-04)*

Add	depth of 12 metres 8 decimetres (See Chart No. 1, I10) This notice affects Electronic Navigational Chart: CA479017	46°38'24.8"N 071°42'32.3"W
		DFO(6409803-05)
Delete	depth of 12 metres 6 decimetres (See Chart No. 1, I10) This notice affects Electronic Navigational Chart: CA479017	46°38'30.1"N 071°41'55.7"W
		DFO(6409803-06)
Add	depth of 12 metres 3 decimetres (See Chart No. 1, I10) This notice affects Electronic Navigational Chart: CA479017	46°38'30.8"N 071°41'53.8"W
		DFO(6409803-07)

1431 - Canal de Beauharnois - New Edition - 26-DEC-2014 - NAD 1983
25-MAY-2018 LNM/D. 31-JUL-2015

Delete	yellow spar buoy, "Priv" (See Chart No. 1, QI) This notice affects Electronic Navigational Chart: CA473300	45°12'34.7"N 074°12'32.9"W
		DFO(6604393-01)

1432 - Lac Saint-François/Lake St. Francis A-B - New Edition - 26-DEC-2014 - World Geodetic System 1984
25-MAY-2018 LNM/D. 31-JUL-2015

Delete	yellow spar buoy, "Priv" (See Chart No. 1, QI) This notice affects Electronic Navigational Chart: CA473300	45°12'34.7"N 074°12'32.9"W
		DFO(6604393-01)

2100 - Lake Erie / Lac Érié - New Edition - 25-DEC-1998 - NAD 1983
04-MAY-2018 LNM/D. 01-APR-2016

Delete	chimney (Chys) (See Chart No. 1, E22) This notice affects Electronic Navigational Chart: CA273094, CA373093, CA473305, CA573306	42°47'50.5"N 080°02'57.0"W
		DFO(6604391-01)

2120 - Niagara River to/à Long Point - New Edition - 15-APR-2005 - NAD 1983
04-MAY-2018 LNM/D. 01-APR-2016

Delete	chimney (205) (See Chart No. 1, E22) This notice affects Electronic Navigational Chart: CA273094, CA373093, CA473305, CA573306	42°47'48.5"N 080°03'10.8"W
		DFO(6604391-02)
Delete	chimney (Chys) (See Chart No. 1, E22) This notice affects Electronic Navigational Chart: CA273094, CA373093, CA473305, CA573306	42°47'51.0"N 080°03'00.0"W
		DFO(6604391-03)

4023 - Northumberland Strait / Détroit de Northumberland - New Edition - 27-DEC-2002 - NAD 1983
11-MAY-2018 LNM/D. 23-MAR-2018

Delete	pilot boarding station (See Chart No. 1, T1.1) This notice affects Electronic Navigational Chart: CA276286, CA376076	46°31'30.0"N 064°32'00.0"W *DFO(6308253-01)*
Delete	pilot boarding station (See Chart No. 1, T1.1) This notice affects Electronic Navigational Chart: CA276286, CA376076	46°17'10.0"N 064°25'10.0"W *DFO(6308253-02)*

4386 - St. Margaret's Bay - New Edition - 16-JUL-2004 - NAD 1983
04-MAY-2018 LNM/D. 30-MAR-2018

Replace	ON CERTAIN COPIES depth of 11 metres, 3 decimetres with 1 metre, 2 decimetres (See Chart No. 1, I10) This notice affects Electronic Navigational Chart: CA476195	44°26'22.1"N 063°45'48.0"W *DFO(6307885-01)*
Add	ON CERTAIN COPIES depth of 4 metres, 9 decimetres (See Chart No. 1, I10) This notice affects Electronic Navigational Chart: CA476195	44°26'11.4"N 063°45'56.5"W *DFO(6307885-02)*
Add	ON CERTAIN COPIES depth of 0 metres, 7 decimetres (See Chart No. 1, I10) This notice affects Electronic Navigational Chart: CA476195	44°26'18.8"N 063°46'19.3"W *DFO(6307885-03)*
Add	ON CERTAIN COPIES depth of 8 metres, 3 decimetres (See Chart No. 1, I10) This notice affects Electronic Navigational Chart: CA476195	44°26'29.3"N 063°46'32.7"W *DFO(6307885-04)*
Add	ON CERTAIN COPIES rock which covers and uncovers with drying height of 0 metres, 4 decimetres (See Chart No. 1, I10, K11) This notice affects Electronic Navigational Chart: CA476195	44°26'49.3"N 063°46'54.9"W *DFO(6307885-05)*
Add	ON CERTAIN COPIES depth of 2 metres, 1 decimetre (See Chart No. 1, I10) This notice affects Electronic Navigational Chart: CA476195	44°26'50.5"N 063°47'07.4"W *DFO(6307885-06)*
Add	ON CERTAIN COPIES depth of 3 metres (See Chart No. 1, I10) This notice affects Electronic Navigational Chart: CA476195	44°29'33.5"N 063°46'14.7"W *DFO(6307885-07)*

Add	ON CERTAIN COPIES depth of 2 metres, 4 decimetres (See Chart No. 1, I10) This notice affects Electronic Navigational Chart: CA476195	44°31'27.9"N 063°47'32.6"W *DFO(6307885-08)*
Replace	ON CERTAIN COPIES depth of 5 metres, 2 decimetres with depth of 1 metre, 8 decimetres (See Chart No. 1, I10) This notice affects Electronic Navigational Chart: CA476195	44°32'02.5"N 063°47'36.4"W *DFO(6307885-09)*
Replace	ON CERTAIN COPIES depth of 7 metres, 6 decimetres with depth of 3 metres, 3 decimetres (See Chart No. 1, I10) This notice affects Electronic Navigational Chart: CA476195	44°31'49.5"N 063°47'53.6"W *DFO(6307885-10)*
Replace	ON CERTAIN COPIES depth of 6 metres, 1 decimetre with rock which covers and uncovers with drying height of 0 metres, 4 decimetres (See Chart No. 1, I10, K11) This notice affects Electronic Navigational Chart: CA476195	44°31'35.7"N 063°48'11.0"W *DFO(6307885-11)*
Add	ON CERTAIN COPIES depth of 2 metres, 9 decimetres (See Chart No. 1, I10) This notice affects Electronic Navigational Chart: CA476195	44°31'13.4"N 063°49'48.2"W *DFO(6307885-12)*
Add	ON CERTAIN COPIES depth of 2 metres, 2 decimetres (See Chart No. 1, I10) This notice affects Electronic Navigational Chart: CA476195	44°31'17.2"N 063°50'02.6"W *DFO(6307885-13)*
Replace	ON CERTAIN COPIES depth of 15 metres, 5 decimetres with depth of 6 metres, 3 decimetres (See Chart No. 1, I10) This notice affects Electronic Navigational Chart: CA476195	44°30'07.7"N 063°50'08.9"W *DFO(6307885-14)*
Replace	ON CERTAIN COPIES depth of 11 metres with depth of 6 metres, 3 decimetres (See Chart No. 1, I10) This notice affects Electronic Navigational Chart: CA476195	44°29'22.0"N 063°50'23.8"W *DFO(6307885-15)*
Add	ON CERTAIN COPIES depth of 4 metres, 3 decimetres (See Chart No. 1, I10) This notice affects Electronic Navigational Chart: CA476195	44°29'06.3"N 063°50'48.6"W *DFO(6307885-16)*

Add	ON CERTAIN COPIES depth of 3 metres, 2 decimetres (See Chart No. 1, I10) This notice affects Electronic Navigational Chart: CA476195	44°29'11.7"N 063°51'00.7"W *DFO(6307885-17)*
Replace	ON CERTAIN COPIES depth of 6 metres, 1 decimetre with rock which covers and uncovers with drying height of 1 metre, 1 decimetre (See Chart No. 1, I10, K11) This notice affects Electronic Navigational Chart: CA476195	44°29'37.1"N 063°52'06.0"W *DFO(6307885-18)*
Delete	ON CERTAIN COPIES depth of 5 metres, 2 decimetres (See Chart No. 1, I10) This notice affects Electronic Navigational Chart: CA476195	44°30'09.0"N 063°52'42.7"W *DFO(6307885-19)*
Add	ON CERTAIN COPIES depth of 0 metres, 3 decimetres (See Chart No. 1, I10) This notice affects Electronic Navigational Chart: CA476195	44°30'08.0"N 063°52'44.6"W *DFO(6307885-20)*
Add	ON CERTAIN COPIES depth of 1 metre, 7 decimetres (See Chart No. 1, I10) This notice affects Electronic Navigational Chart: CA476195	44°29'46.8"N 063°51'57.5"W *DFO(6307885-21)*
Add	ON CERTAIN COPIES depth of 4 metres, 8 decimetres (See Chart No. 1, I10) This notice affects Electronic Navigational Chart: CA476195	44°29'22.1"N 063°55'13.9"W *DFO(6307885-22)*
Add	ON CERTAIN COPIES depth of 4 metres, 7 decimetres (See Chart No. 1, I10) This notice affects Electronic Navigational Chart: CA476195	44°29'36.4"N 063°55'19.5"W *DFO(6307885-23)*
Replace	ON CERTAIN COPIES depth of 7 metres, 3 decimetres with depth of 3 metres, 1 decimetre (See Chart No. 1, I10) This notice affects Electronic Navigational Chart: CA476195	44°30'46.7"N 063°57'09.2"W *DFO(6307885-24)*
Add	ON CERTAIN COPIES depth of 3 metres, 8 decimetres (See Chart No. 1, I10) This notice affects Electronic Navigational Chart: CA476195	44°30'56.3"N 063°56'19.1"W *DFO(6307885-25)*

Add	ON CERTAIN COPIES depth of 4 metres, 4 decimetres (See Chart No. 1, I10) This notice affects Electronic Navigational Chart: CA476195	44°30'15.2"N 063°56'11.5"W *DFO(6307885-26)*
Add	ON CERTAIN COPIES depth of 4 metres (See Chart No. 1, I10) This notice affects Electronic Navigational Chart: CA476195	44°31'19.8"N 063°56'39.9"W *DFO(6307885-27)*
Replace	ON CERTAIN COPIES depth of 5 metres, 2 decimetres with depth of 1 metre, 8 decimetres (See Chart No. 1, I10) This notice affects Electronic Navigational Chart: CA476195	44°32'15.3"N 063°57'07.1"W *DFO(6307885-28)*
Replace	ON CERTAIN COPIES depth of 6 metres, 7 decimetres with depth of 1 metre, 9 decimetres (See Chart No. 1, I10) This notice affects Electronic Navigational Chart: CA476195	44°30'09.9"N 063°52'33.6"W *DFO(6307885-29)*
Add	ON CERTAIN COPIES depth of 1 metre, 1 decimetre (See Chart No. 1, I10) This notice affects Electronic Navigational Chart: CA476195	44°29'09.0"N 063°51'06.8"W *DFO(6307885-30)*
Replace	ON CERTAIN COPIES depth of 6 metres, 4 decimetres with depth of 2 metres, 6 decimetres (See Chart No. 1, I10) This notice affects Electronic Navigational Chart: CA476195	44°29'40.3"N 063°55'15.4"W *DFO(6307885-31)*
Delete	ON CERTAIN COPIES depth of 14 metres (See Chart No. 1, I10) This notice affects Electronic Navigational Chart: CA476195	44°39'41.0"N 063°54'39.6"W *DFO(6307885-32)*
Add	ON CERTAIN COPIES depth of 4 metres, 2 decimetres (See Chart No. 1, I10)	44°39'42.1"N 063°54'36.6"W *DFO(6307885-33)*
Replace	ON CERTAIN COPIES depth of 7 metres, 3 decimetres with depth of 4 metres, 2 decimetres (See Chart No. 1, I10) This notice affects Electronic Navigational Chart: CA476195	44°29'58.3"N 063°52'05.2"W *DFO(6307885-34)*
Delete	ON CERTAIN COPIES depth of 8 metres, 8 decimetres (See Chart No. 1, I10) This notice affects Electronic Navigational Chart: CA476195	44°30'37.8"N 063°49'41.3"W *DFO(6307885-35)*

Add	ON CERTAIN COPIES depth of 4 metres, 4 decimetres (See Chart No. 1, I10) This notice affects Electronic Navigational Chart: CA476195	44°30'35.3"N 063°49'41.8"W *DFO(6307885-36)*
Replace	ON CERTAIN COPIES depth of 9 metres, 4 decimetres with depth of 4 metres, 4 decimetres (See Chart No. 1, I10) This notice affects Electronic Navigational Chart: CA476195	44°29'19.8"N 063°51'22.0"W *DFO(6307885-37)*
Delete	ON CERTAIN COPIES depth of 8 metres, 2 decimetres (See Chart No. 1, I10) This notice affects Electronic Navigational Chart: CA476195	44°31'14.8"N 063°49'52.3"W *DFO(6307885-38)*
Delete	ON CERTAIN COPIES depth of 7 metres, 9 decimetres (See Chart No. 1, I10) This notice affects Electronic Navigational Chart: CA476195	44°30'15.2"N 063°56'06.2"W *DFO(6307885-39)*
Add	ON CERTAIN COPIES depth of 7 metres, 9 decimetres (See Chart No. 1, I10) This notice affects Electronic Navigational Chart: CA476195	44°27'41.5"N 063°45'48.4"W *DFO(6307885-40)*
Replace	ON CERTAIN COPIES depth of 11 metres, 9 decimetres with depth of 3 metres, 4 decimetres (See Chart No. 1, I10) This notice affects Electronic Navigational Chart: CA476195	44°28'49.4"N 063°46'24.8"W *DFO(6307885-41)*

4419 - Souris Harbour - New Edition - 22-NOV-2002 - NAD 1983

18-MAY-2018 LNM/D. 12-FEB-2016

Delete	green port hand can buoy, marked NA5 (See Chart No. 1, Qg)	46°20'56.0"N 062°15'04.3"W *(G2018047) DFO(6308265-01)*
Replace	depth of 7 feet with depth of 5 feet (See Chart No. 1, I10)	46°20'51.2"N 062°15'18.4"W *DFO(6308267-01)*
Add	depth of 12 feet (See Chart No. 1, I10)	46°20'55.5"N 062°15'12.2"W *DFO(6308267-02)*
Delete	depth of 14 feet (See Chart No. 1, I10)	46°20'55.1"N 062°15'12.4"W *DFO(6308267-03)*

4443 - East River of Pictou: Indian Cross Point to / à Trenton and/et New Glasgow - New Edition - 26-JUL-2002 - NAD 1983

18-MAY-2018 LNM/D. 28-AUG-2015

Delete	red starboard hand spar buoy, marked SJ48 (See Chart No. 1, Qf)	45°36'44.0"N 062°38'41.0"W

(G2018042) DFO(6308259-01)

4483 - Caribou Ferry Terminal / Terminal du traversier - New Edition - 10-JAN-2003 - NAD 1983

04-MAY-2018 LNM/D. 23-MAR-2018

Add	extension to pier (See Chart No. 1, F14) This notice affects Electronic Navigational Chart: CA576465	joining 45°44'22.7"N 062°41'10.9"W 45°44'22.4"N 062°41'14.4"W 45°44'21.5"N 062°41'16.1"W and 45°44'20.6"N 062°41'17.3"W

DFO(6308260-01)

Delete	private light Fl R (Priv) (See Chart No. 1, P65) This notice affects Electronic Navigational Chart: CA576465	45°44'21.6"N 062°41'14.8"W

DFO(6308260-02)

Add	light Q R (See Chart No. 1, P1) This notice affects Electronic Navigational Chart: CA576465	45°44'22.7"N 062°41'10.9"W

DFO(6308260-03)

Delete	depth of 4.9 metres (See Chart No. 1, I10) This notice affects Electronic Navigational Chart: CA576465	45°44'22.3"N 062°41'14.7"W

DFO(6308260-04)

4483 - Caribou Harbour - New Edition - 10-JAN-2003 - NAD 1983

04-MAY-2018 LNM/D. 23-MAR-2018

Add	extension to pier (See Chart No. 1, F14) This notice affects Electronic Navigational Chart: CA576465	joining 45°44'22.7"N 062°41'10.9"W 45°44'22.4"N 062°41'14.4"W and 45°44'21.9"N 062°41'15.2"W

DFO(6308260-01)

Delete	private light Fl R (Priv) (See Chart No. 1, P65) This notice affects Electronic Navigational Chart: CA576465	45°44'21.6"N 062°41'14.8"W

DFO(6308260-02)

Add	light Q R (See Chart No. 1, P1) This notice affects Electronic Navigational Chart: CA576465	45°44'22.7"N 062°41'10.9"W

DFO(6308260-03)

4701 - Ship Harbour Head to / aux Camp Islands - New Edition - 13-DEC-2002 - NAD 1983
11-MAY-2018 LNM/D. 17-NOV-2017

Add	subsurface Ocean Data Acquisition System ODAS/SADO with known depth of 23 fathoms (See Chart No. 1, L25) This notice affects Electronic Navigational Chart: CA476380	52°27'17.0"N 055°36'16.0"W *DFO(6308207-03)*
Add	subsurface Ocean Data Acquisition System ODAS/SADO with known depth of 45 fathoms (See Chart No. 1, L25) This notice affects Electronic Navigational Chart: CA476380	52°27'25.0"N 055°35'35.0"W *DFO(6308207-04)*
Delete	maritime limit (See Chart No. 1, N1.2)	between 52°36'01.0"N 055°51'07.0"W and 52°35'44.0"N 055°50'41.0"W *DFO(6308266-01)*
Add	Marine Protected Area (MPA) (See Chart No. 1, N22)	between 52°36'17.0"N 055°48'59.0"W and 52°36'08.0"N 055°48'59.0"W *DFO(6308266-02)*

4731 - Forteau Bay to / à Domino Run - New Edition - 13-JUN-2003 - Unknown
11-MAY-2018 LNM/D. 01-DEC-2017

Add	subsurface Ocean Data Acquisition System ODAS/SADO with known depth of 45 fathoms (See Chart No. 1, L25) This notice affects Electronic Navigational Chart: CA476380	52°27'25.0"N 055°35'35.0"W *DFO(6308207-04)*

4905 - Cape Tormentine à / to West Point - New Edition - 29-DEC-2000 - NAD 1983
11-MAY-2018 LNM/D. 16-FEB-2018

Delete	pilot boarding station (See Chart No. 1, T1.1) This notice affects Electronic Navigational Chart: CA276286, CA376076	46°31'26.2"N 064°31'56.9"W *DFO(6308253-01)*
Delete	pilot boarding station (See Chart No. 1, T1.1) This notice affects Electronic Navigational Chart: CA276286, CA376076	46°17'00.0"N 064°24'57.0"W *DFO(6308253-02)*

5031 - St Lewis Sound and / et Inlet - New Edition - 31-DEC-1999 - NAD 1983
11-MAY-2018 LNM/D. 08-DEC-2017

Add	subsurface Ocean Data Acquisition System ODAS/SADO with known depth of 22 metres (See Chart No. 1, L25) This notice affects Electronic Navigational Chart: CA476380	52°27'00.0"N 055°37'36.0"W *DFO(6308207-01)*
Add	subsurface Ocean Data Acquisition System ODAS/SADO with known depth of 19 metres (See Chart No. 1, L25) This notice affects Electronic Navigational Chart: CA476380	52°27'08.0"N 055°36'56.0"W *DFO(6308207-02)*

Add	subsurface Ocean Data Acquisition System ODAS/SADO with known depth of 42 metres (See Chart No. 1, L25) This notice affects Electronic Navigational Chart: CA476380	52°27'17.0"N 055°36'16.0"W *DFO(6308207-03)*
Add	subsurface Ocean Data Acquisition System ODAS/SADO with known depth of 82 metres (See Chart No. 1, L25) This notice affects Electronic Navigational Chart: CA476380	52°27'25.0"N 055°35'35.0"W *DFO(6308207-04)*

5179 - Alexis River - New Edition - 10-OCT-2003 - NAD 1983
11-MAY-2018
LNM/D. 09-MAR-2018

Amend	Iso R 30ft to read Iso R 26ft against light (See Chart No. 1, P16)	52°31'56.7"N 056°09'31.1"W *(N2018015) LL(273) DFO(6308256-01)*
Amend	Iso R 58ft to read Iso R 52ft against light (See Chart No. 1, P16)	52°31'53.9"N 056°09'17.5"W *(N2018016) LL(274) DFO(6308257-01)*

***516 RADIO AIDS TO MARINE NAVIGATION 2018 (ATLANTIC, ST. LAWRENCE, GREAT LAKES, LAKE WINNIPEG, ARCTIC AND PACIFIC)**

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ADD THE PARAGRAPH (IN YELLOW) AS FOLLOWS:

q) its position and the date and time at which it reached that position;
r) its course and speed;
s) its first port of call in Canada, with the estimated time of arrival at that port of call, and, if applicable, its final destination with the estimated time of arrival at that destination;
t) the name of a contact person at the marine facility that it will visit and their 24-hour telephone and facsimile numbers;
u) the following information in respect of its last ten marine facilities visited:
    i. the receiving facility;
    ii. the marine facility visited;
    iii. the city and country;
    iv. the date and time of arrival, and
    v. the date and time of departure;
v) a general description of the cargo, including cargo amount (not applicable to tall ships);
w) if applicable, the presence and description of any dangerous substances or devices on board; and
x) the following contact information:
    i. the name of the master
    ii. an email address, if applicable, and
    iii. a satellite or cellular telephone number, if applicable.

Request all pages of the vessel's Interim International Ship Security Certificate (IISSC), International Ship Security Certificate (ISSC), Interim Canadian Vessel Security Certificate (ICVSC), Canadian Vessel Security Certificate (CVSC) or Ship Security Compliance document be included with the Pre-Arrival Information Report.

For any additional questions or queries regarding pre-arrival information, please contact the appropriate Marine Security Operations Centre (East or West) via email or telephone as provided earlier in this section.

ATL 101 — Newfoundland — Northeast and East Coasts, Second Edition, 2013 —

Chapter 2 — Paragraph 93, last line
Add: A **light** *(260.5)* is shown from a mast on the outer end of the stone previously described alongside the L-shaped Public wharf.

(N2018-03.6)

Chapter 2 — Adjacent to paragraph 93, add a light pictograph.

(N2018-03.7)

ATL 108 — Gulf of St. Lawrence (Southwest Portion), First Edition, 2006 —

Chapter 2 — Delete paragraph 6.3
Replace by: 6.3 All vessels planning to de-ballast into the protected waters defined above shall, at least three days ahead, provide a fully completed ballast water reporting form by e-mail to: atlanticballastwater@tc.gc.ca. No release of ballast water into this protected zone may take place until authorized by a *Transport Canada* representative.

(Q2018-025.1)

Chapter 2 — Paragraph 77
Delete: A **public wharf**
Replace by: The commercial fishing **wharf**

(Q2018-023.1)

Chapter 2 — Paragraph 77
Delete: public wharf
Replace by: commercial fishing wharf

(Q2018-023.2)

Chapter 2 — After paragraph 77
Insert: 77.1 A cathodic protection system to control corrosion is in operation at the commercial fishing wharf. When berthing at this wharf **operating procedures** must be observed to prevent damage to vessels.

(Q2018-023.3)

Chapter 2 — Adjacent to paragraph 77.1, add a caution pictograph.

(Q2018-023.4)

Chapter 2 — Delete paragraph 78 and adjacent caution pictograph.

(Q2018-023.5)

Chapter 3 — Delete paragraph 218 and adjacent pilotage pictograph.

(A2018-008.9)

Chapter 3 — Delete paragraph 219.

(A2018-008.10)

Chapter 3 — Delete paragraph 239 and adjacent pilotage pictograph.

(A2018-008.11)

Chapter 3 — Delete paragraph 240.

(A2018-008.12)

Chapter 4 — In the vicinity of paragraph 216
Replace the **SAINT-GODEFROI** diagram with the new one provided in **Section 4** of this Monthly Edition.
https://www.notmar.gc.ca/publications/monthly-mensuel/images/ed052018-part4-atl108-saint-godefroi-2018-04-03.pdf

(Q2018-022.1)

Chapter 4 — Paragraph 222
Delete: fishing harbour
Replace by: commercial fishing harbour

(Q2018-023.6)

Chapter 4 — Paragraph 222, after "about 90 m wide."
Insert: A cathodic protection system to control corrosion is in operation on the north section of the wharf that is owned by *Small Craft Harbours, Fisheries and Oceans Canada*. When berthing at this wharf **operating procedures** must be observed to prevent damage to vessels. The south section of the wharf, owned by *Transport Canada*, is not equipped with a cathodic protection system.

(Q2018-023.7)

APPENDICES —**Table – Distances from Charlottetown, Prince Edward Island, to:**
Make the following changes in the "**Via Strait of Canso**" column.

	Via Strait of Canso
Bristol (England)	2,428
Boston, Massachusetts (U.S.A.)	617

(A2018-008.13)

ATL 109 — Gulf of St. Lawrence (Northeast Portion), First Edition, 2006 —

Chapter 1 — Delete paragraph 15
Replace by: 15 A **light** *(232)* is shown at an elevation of 128 feet (39.1 m) from a skeleton tower having a red and white daymark, located on Northeast Point *(52°01'N, 55°17'W)*.

(N2018-03.8)

Chapter 1 — Paragraph 23
Delete: "The upper light is shown from … the horn points 165°."
Replace by: The upper light is shown from a skeleton tower having a red and white daymark. It is visible from 240° through west, north and east to 110°30'. The lower light is shown from a red cylindrical structure SW from the upper light.

(N2018-03.9)

Chapter 1 — Paragraph 31
Delete: WSW
Replace by: west

(N2018-04.0)

Chapter 1 — Paragraph 33
Delete: 0.3 mile south of the rear leading light.
Replace by: 0.35 mile NE of the north end of Vincent Island.

(N2018-04.1)

Chapter 1 — Paragraph 106
Delete: *(324.84)*
Replace by: *(269.99)*

(N2018-04.2)

ATL 110 — St. Lawrence River — Cap Whittle/Cap Gaspé to Les Escoumins and Anticosti Island, Third Edition, 2011 —

Chapter 1 — Paragraph 155, after "; a **crib** with a depth of"
Delete: 14.1 m
Replace by: 12.2 m

(Q2018-015.1)

Chapter 1 — After paragraph 228
Insert: 228.1 A cathodic protection system to control corrosion is in operation at the Rivière-au-Tonnerre wharf. When berthing at this wharf **operating procedures** must be observed to prevent damage to vessels.

(Q2018-023.8)

Chapter 1 — Adjacent to paragraph 228.1, add a caution pictograph.

(Q2018-023.9)

Chapter 1 — Paragraph 291, after "A basin, with"
Delete: a wharf
Replace by: the *Fisherman's wharf*

(Q2018-023.10)

Chapter 1 — After paragraph 291
Insert: 291.1 A cathodic protection system to control corrosion is in operation at the *Fisherman's wharf*. When berthing at this wharf **operating procedures** must be observed to prevent damage to vessels.

(Q2018-023.11)

Chapter 1 — Adjacent to paragraph 291.1, add a caution pictograph.

(Q2018-023.12)

Chapter 1 — In the vicinity of paragraph 331, **Table 1.5 Port-Cartier Private Wharves**
Make the following changes in the "**Depth**" column.

Berth	Depth
Private Wharf	
West side	11.3
East side	9.8

(Q2018-019.1)

Chapter 1 — After paragraph 343
Insert: 343.1 Two private **lights** *(1677* and *1677.2)* are shown from the wharf.

(Q2018-024.1)

Chapter 1 — Adjacent to paragraph 343.1, add a light pictograph.

(Q2018-024.2)

Chapter 2 — Paragraph 35
Delete: An L-shaped public **wharf**
Replace by: The L-shaped main commercial fishing **wharf**

(Q2018-023.13)

Chapter 2 — Delete paragraph 36.

(Q2018-023.14)

Chapter 2 — Paragraph 37
Delete: the other public **wharf**
Replace by: the marginal commercial fishing **wharf**

(Q2018-023.15)

Chapter 2 — After paragraph 37
Insert: 37.1 Cathodic protection systems to control corrosion are in operation at the Rivière-au-Renard main and marginal commercial fishing wharves. When berthing at these wharves **operating procedures** must be observed to prevent damage to vessels.

(Q2018-023.16)

Chapter 2 — Adjacent to paragraph 37.1, add a caution pictograph.

(Q2018-023.17)

Chapter 2 — Paragraph 54
Delete: A public **wharf**
Replace by: A commercial fishing **wharf**

(Q2018-023.18)

Chapter 2 — Paragraph 55
Delete: public wharf
Replace by: commercial fishing wharf

(Q2018-023.19)

ATL 120 — Labrador, Camp Islands to Hamilton Inlet (including Lake Melville), First Edition, 2004 —

Chapter 1 — Paragraph 104
Delete: 0.35 mile
Replace by: 0.4 mile

(N2018-04.3)

The amendments are highlighted and deletions are ~~crossed out~~. For general and region-specific information on the List of Lights, click on the following links: Newfoundland and Labrador Coast, Atlantic Coast, Inland Waters and Pacific Coast.

No.	Name	Position — Latitude N. Longitude W.	Light Characteristics	Focal Height in m. above water	Nominal Range	Description — Height in meters above ground	Remarks — Fog Signals

NEWFOUNDLAND AND LABRADOR COAST

PLACENTIA BAY (LL 14.4 – 79)

78.5	*Little Green Island light ~~and bell~~ buoy PG2*	*Lamaline.* *46 51 03.7* *055 50 13.9*	*Fl*	*R*	*4s*	.....	.....	*Red spar, marked "PG2".*	*Seasonal.*

Chart:4642
Edn 05/18 (N18-013)

SOUTHWEST COAST (LL 121 – 172)

133 *H0278*	Roti Point Light ~~(Bay D'Espoir)~~	S. of St. Alban's, Bay d'Espoir. 47 47 26.8 055 50 28.9	Fl	G	4s	6.7	4	Square skeleton tower, green and white rectangular daymark. 4.3	Flash 1 s; eclipse 3 s. Year round.

Chart:4644
Edn 05/18 (N18-020)

NEWFOUNDLAND – LABRADOR COAST (LL 269.99 – 325.23)

273 *H0088*	Grove Island, East-West range	Entrance to Port Hope Simpson. 52 31 56.3 056 09 31.4	Iso	R	8s	7.9	11	Square skeleton tower, white daymark, red vertical stripe. 6.3	Visible in line of range. Seasonal.
274 *H0088.1*		106°26' 269.1 m from front.	Iso	R	8s	15.8	11	Square skeleton tower, white daymark, red vertical stripe. 3.3	Visible from channel approach only. Seasonal.

Chart:5179
Edn 05/18 (N18-015, 016)

ATLANTIC COAST

BAY OF FUNDY, N.B. (LL 5 – 114, 145 – 157)

97.5 *H4098*	Five Fathom Hole	SE. corner of wharf. 45 11 11.3 066 15 26.0	Fl	R	3s	7.6	5	Cylindrical mast. 6.6	Flash 1 s; eclipse 2 s. ~~Operates at night only.~~ Year round.

Chart:4116
Edn 05/18 (F18-013)

BAY OF FUNDY, N.S. (LL 163 – 268)

239.5 *H3851*	Meteghan Breakwater	On outer end of breakwater. 44 11 44.1 066 10 00.1	LFl	R	6s	.....	6	Square skeleton tower, 2 red and white rectangular daymarks ~~Daymarks~~ facing 312° and 132°. 4.8	Flash 2 s; eclipse 4 s. ~~Operates at night only.~~ Year round.

Chart:4118
Edn 05/18 (F18-014)

GULF OF ST. LAWRENCE (LL 883.2 – 940.3, 1169.1 – 1426, 1477.5 – 1584)

1339.5	*Petit-Rocher light buoy ES2*	*47 46 55.2* *065 42 08.7*	*Fl*	*R*	*4s*	.....	.....	*Red spar, marked "ES2".*	*Buoy may be repositioned due to shifting channel.* *Seasonal.*

Chart:4920
Edn 05/18 (G18-040)

No.	Name	Position — Latitude N. Longitude W.	Light Characteristics			Focal Height in m. above water	Nominal Range	Description — Height in meters above ground	Remarks — Fog Signals
RICHELIEU RIVER (LL 2190 – 2272.92)									
2272.9	*Baie Missisquoi - Canada/USA Border – Information light buoy BAIE-1*	*Lake Champlain. 45 00 47.0 073 12 09.5*	*Fl*	*Y*	*4s*	.....	.....	*White and orange, marked "BAIE-1".*	*Seasonal.* **Chart:14781(U.S.) Edn 05/18 (Q18-015)**
2272.91	*Baie Missisquoi - Canada/USA Border – Information light buoy BAIE-2*	*Lake Champlain. 45 00 49.0 073 10 50.0*	*Fl*	*Y*	*4s*	.....	.....	*White and orange, marked "BAIE-2".*	*Seasonal.* **Chart:14781(U.S.) Edn 05/18 (Q18-016)**
2272.92	*Baie Missisquoi - Canada/USA Border – Information light buoy BAIE-3*	*Lake Champlain. 45 00 52.5 073 06 44.0*	*Fl*	*Y*	*4s*	.....	.....	*White and orange, marked "BAIE-3".*	*Seasonal.* **Chart:14781(U.S.) Edn 05/18 (Q18-017)**

INLAND WATERS

HUDSON STRAIT & BAY – ARCTIC OCEAN (LL 2545 – 2621)									
2603.021	Schooner Cove range	Chesterfield Inlet (Narrows). 63 59 17.8 094 15 50.3	Iso	G	4s	4.0	7	Square skeleton tower, orange daymark, black vertical stripe. 4.1	Visible at 20° and 25° at 50% and 10% maximum power, respectively. Seasonal (in place year round).
2603.022		110°37' 170.0 m from front.	Iso	G	4s	11.1	7	Square skeleton tower, orange daymark, black vertical stripe. 4.1	Visible at 20° and 25° at 50% and 10% maximum power, respectively. Seasonal (in place year round). **Chart:5625 Edn 05/18 (A18-001, 002)**
2603.023	Twist Point range	Chesterfield Inlet (Narrows). 63 59 39.5 094 17 24.0	Iso	W	4s	3.8	6	Square skeleton tower, orange daymark, black vertical stripe. 4.1	Visible at 20° and 25° at 50% and 10% maximum power, respectively. Seasonal (in place year round).
2603.024		079°06' 259.5 m from front.	Iso	W	4s	8.8	6	Square skeleton tower orange daymark, black vertical stripe. 4.1	Visible at 20° and 25° at 50% and 10% maximum power, respectively. Seasonal (in place year round). **Chart:5625 Edn 05/18 (A18-003, 004)**

CANADIAN COAST GUARD – MARINE INFORMATION REPORT AND SUGGESTION SHEET

Name of Ship or Sender: ..... Date: .....

Address of Sender: .....
Street # Street Name

Town / City: ..... Prov / State: ..... Postal Code / Zip Code: .....

Tel / Fax / E-mail address of sender: .....

Observation Date: ..... Time (UTC): .....

Geographical Position: .....

Coordinate Position: Lat: ..... Long: .....

Position Method: ❑ DGPS ❑ GPS with WAAS ❑ GPS ❑ Radar ❑Other

Horizontal Datum Used: ❑WGS 84 ❑ NAD 27 ❑ Other

Estimated Position Accuracy: .....

Chart #: ..... Datum: ❑ NAD 27 ❑ NAD 83

Chart Edition: ..... Last Correction applied: .....

Publications affected (Quote edition and page number): .....

*Full details (Attach additional sheets as necessary): .....

Mariners are requested to notify the responsible authorities when new or suspected dangers to navigation are discovered, changes are observed in aids to navigation, or corrections to publications are seen to be necessary.

In the case of new or suspected dangers to navigation, it is important that all details be given in order to aid with future investigations. Items of interest include heights, depths, physical description, type of bottom and equipment method used to position the item. It is helpful to mark details on the chart, which will be promptly replaced by the Canadian Hydrographic Service.

Reports should be made to the nearest Marine Communications and Traffic Services Centre (MCTS) and should be confirmed in writing to:

Leader, Notices to Mariners
Canadian Coast Guard
Department of Fisheries and Oceans
Montreal, QC H2Y 2E7
Notmar.XNCR@dfo-mpo.gc.ca

In the case of information concerning aids to navigation or the List of Lights, Buoys and Fog Signals book.

OR

Director General, Canadian Hydrographic Service & Oceanographic Services
Department of Fisheries and Oceans
Ottawa, ON K1A 0E6
CHSINFO@dfo-mpo.gc.ca

In the case of new or suspected dangers to navigation or where corrections to "Sailing Directions" appear to be necessary.

For general questions on Canadian Coast Guard programs or services, please send an e-mail to:
info@dfo-mpo.gc.ca